BEST
RIDE WITH US
2012 KITES MANUAL
www.bestkiteboarding.com

BEST KITEBOARDING

USER MANUAL

Thank you for purchasing a Best kite. Please read this manual carefully and in its entirety before using your new Best kite.

WARNING

Kiteboarding/kitesurfing/snowkiting are extreme sports. They have numerous inherent risks and dangers, and pose substantial risk of cuts, scrapes, bruises, broken bones, loss of limbs, loss of vision, paralysis, and other serious, permanent and disabling injuries and death to the rider and others. Some of the sources of these risks include but are not limited to:

- Being lifted by the kite and then dropped or slammed into the ground, snow, trees, rocks, buildings, piers, jetties and/or other structures or surfaces.
- Being dropped or slammed into other people and/or property.
- Contact with kite lines under tension, and/or watercraft.
- Drowning.
- Underwater conditions and/or objects such as sharp shells, broken glass, sand bars, shoals, reefs, oyster beds, and/or concrete.
- Contact with sea life such as sting rays, sharks, sea turtles, jelly fish, etc.
- Weather conditions and/or changes in weather conditions such as increasing or decreasing wind, waves, updrafts, lightning and/or water spouts.
- Equipment performance. Kiteboarding is a new sport. Kiteboarding equipment and safety gear are NOT 100% reliable. Safety designs and features are often new and unproven. Kites may behave unfavorably and unpredictably. Lines can twist, tangle, or break, resulting in serious injury and/or loss of control of the kite.

When using this product, you are responsible for your own safety and the safety of others around you. Never use this product as a flying device. Never touch flying lines when the kite is in use.

RELEASE OF LIABILITY AND ASSUMPTION OF RISK

DO NOT USE THIS PRODUCT UNLESS YOU AGREE WITH THE

FOLLOWING TERMS AND CONDITIONS:

Before using this product, the purchaser/user has carefully reviewed, understood and agrees to comply with the terms of this User Manual. Use of this product and any of its components involves certain inherent risks, dangers and hazards, which can result in serious personal injury or death. The purchaser/user of this product understands that the seller is not responsible for any damage to property or injury caused by negligent operation of this product by the purchaser/user, and the purchaser/user releases the seller from all such liability. In the event of your death or incapacity, this Agreement shall be effective and binding upon your heirs, next of kin, executors, administrators, assigns and representatives.

The purchaser/user of this product expressly assumes the risk of any and all bodily injury, death and/or liability which may result from the purchaser or user's participation in kiteboarding. The purchaser/user agrees to hold Ride Best, LLC harmless from any and all liability, and waive and release any and all claims or potential claims against Ride Best, LLC and any of its respective agents, affiliates, subsidiaries, employees, instructors, officers, directors, shareholders, suppliers and manufacturers in the event of any such bodily injury or death which may result from the purchase and/or use of Ride Best LLC (d/b/a Best Kiteboarding) products.

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Introduction:

Best Kiteboarding would like to thank you for choosing one of the new kites from our 2012 line up. These represent the current state of the art in kitesurfing equipment design and manufacture; we know that it will provide you with huge amounts of enjoyment.

Should you at any time need to take advantage of our Lifetime Fair and Reasonable warranty please check the warranty policy information online at http://www.bestkiteboarding.com/Fair-And-Reasonable

Product details for the GP, TS, Kahoona v4/+ and Nemesis HP v3 are included in this manual.

Set-up and pre-flight checks:

Riders should perform a thorough inspection of their kites each time they set-up, and prior to launching, to ensure that the kites have sustained no damage during use. Any serious damage should be repaired by a professional kite or sail loft to ensure continued safety and usability.

It is worthwhile inspecting all flying line attachments, bridle sections and pigtails before each flight. Damage to any of these areas may well render your kite unsafe to fly.

Packing and storing your kite:

When packing your kite away for any period of time please ensure that it is completely dry and free from contaminants. Wherever possible rinse your kite down with clean water immediately after use and leave it to dry thoroughly before packing it away. Brightly colored Ripstop materials can be prone to color leaching if stored when wet, particular when new.

Best Kiteboarding will not replace a kite on the basis that it has suffered color leaching in the fabric due to improper storage.

Inflation systems:

The GP, TS, Kahoona**+** and Nemesis HP kites are all equipped with our EZ-pump^{tm} inflation system. The Kahoona v4 is also available in a standard inflation version as well. All kites are shipped with our high volume, dual action kite pump for quick and easy inflation of your kite.

Should you ever need to fix or replace a punctured bladder on your EZ-Pump equipped kite you will require an EZ-Pump ^{tm} repair kit, the content of which and instructions on use are included in the FAQ section towards the back of this manual.

What bar sizes and types are recommended with which kites?

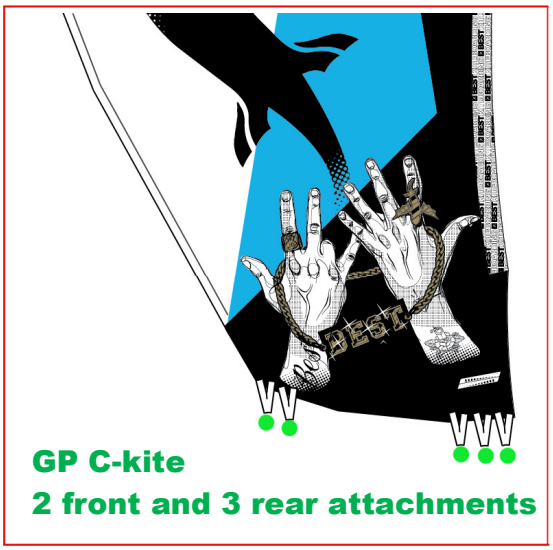
There are two bar types available for use with kites from our 2012 line up. The GP Kite is designed to be used only with the 5th-line equipped GP-bar, the Nemesis HP, Kahoona and TS kites are designed to be used with the RP-Bar v2.

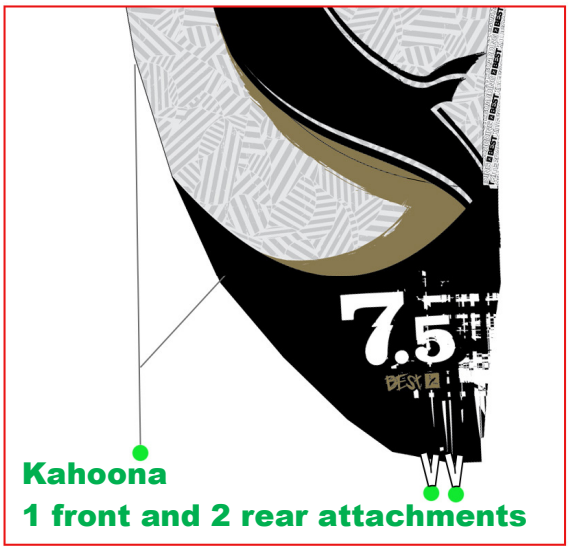
- 42cm, 47cm and 52cm bars are available in the RP-Bar. ***Kahoona, TS and Nemesis kites.***
- 45cm and 50cm sizes are available in the GP-Bar. ***GP C-kite only***

Riders choose different size bars to suit their own personal requirements. The larger the bar you choose the faster your kite will turn and vice versa. We provide the following info as advice only, ultimately you should ride the bar that feels right for the way you ride.

- For kites 13m and above we recommend the large size bars.
- For kites 9m-14 any bar size will work.
- For kites 9m and smaller we recommend you use the smallest bar sizes.

Flying line attachment options:



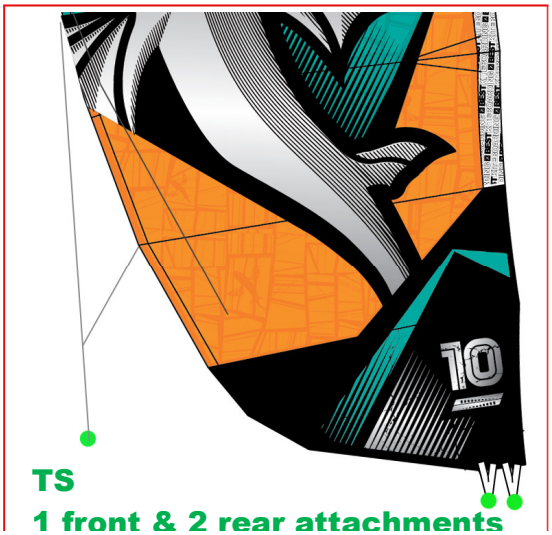


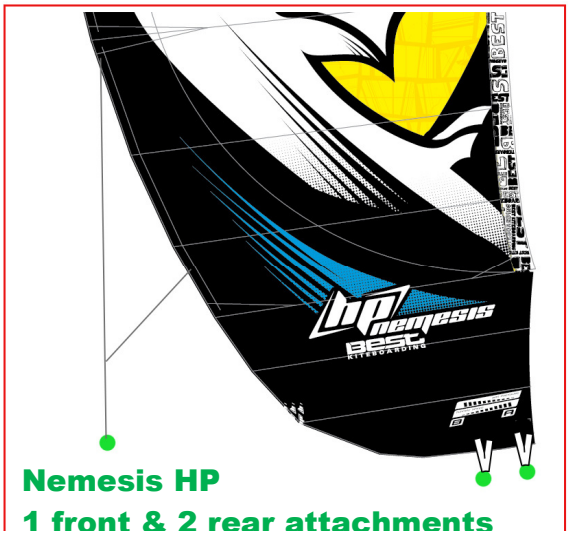
The GP C-kite has multiple leading edge and trailing edge line attachment options. Selecting the front most leading edge attachment points gives maximum depower and upwind ability. Using the rearmost leading edge attachment points maximizes unhooked handling feel and stability.

Choosing the front most trailing edge attachment point on the GP C-kite gives more direct kite feedback and enhanced bar pressure so you feel more connected to your kite. Selecting the rearmost trailing edge attachment points gives you more reactive steering, enhanced control for jumping and lower steering pressure.

The TS, Kahoona and Nemesis HP kites each have one leading edge attachment point, on the bottom of the front bridle optimized to provide the greatest performance without adjustment.

The TS, Kahoona and Nemesis HP all have multiple trailing edge attachment points. Choosing the front most trailing edge attachment point gives more direct kite feedback and enhanced bar pressure so you feel more connected to your kite. Selecting the rearmost trailing edge attachment points gives you more reactive steering, enhanced control for jumping and lower steering pressure.

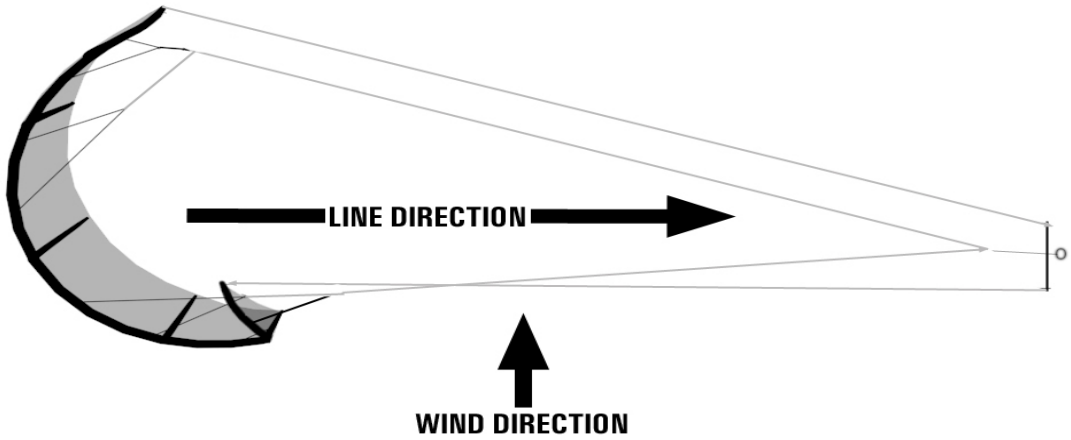




Self launching:

All Best kites can be self-launched. Connect the flying lines of the bar to the kite following the line convention, centerlines from the bar to the front bridle attachment points and color coordinated rear flying lines to the matching rear pigtails. Check and double check that your flying lines are free from twists before proceeding any further. If your lines are twisted disconnect them and 'walk' out your lines from the bar to the kite to ensure you have removed any twists.

Secure the kite by folding and sanding a wing tip with sufficient weight to safely hold it in place. Walk the bar out to the side of the kite so that the flying lines are at ninety degrees to the wind direction.



Pulling the bar back towards you and stepping backwards will flick the sand off the wingtip, releasing the kite and allowing it to self launch.

If it is possible to have someone experienced assist in the launch, this is always the preferred method.

HOT LAUNCHING: *ADVANCED RIDERS ONLY*

With the kite resting on its trailing edge in the water, with its weight partly supported by the struts, it is possible that the kite may 'hot launch' at some point downwind of you in the power zone. As soon as the kite powers up, you must push out on the bar, sheeting out the kite, front-line load only. The rear lines must not have any tension until the kite is safely in the neutral zone, which, in this case would be overhead at the zenith.

REVERSE LAUNCHING: *ADVANCED RIDERS-GP, TS KITE AND NEMESIS HP KITES*

When the kite is downwind of you with its LE on the water (and you're looking into the underside of the kite, with the wingtips closer to you and the c-shaped center of the kite farthest away from you), you can create a reverse draft using the rear lines on the trailing edge, which causes the kite to hover up backwards. If both rear lines are pulled with even tension, the kite will hover up, evenly balanced. If one rear line is released a few inches, the kite will spin around in the opposite direction and start to redirect. In this case be prepared to flip the bar and sheet-out the kite to reduce powering up the kite in a downwind position, and crashing it back into the water.

Both of these are advanced techniques and only recommended for experienced riders.

Continued overleaf

Wind ranges and performance characteristics:

WIND RANGE

	Knots	0 5 10 15 20 25 30 35
6	22 to 35*	
7	18 to 33	
9	16 to 30	
11	14 to 26	
13	13 to 22	

Based on average rider weight of 75kg/165lbs
*Best Kiteboarding does not recommend that any kiter ride in winds exceeding 35 knots.

RIDING LEVEL

■	Progression
■■	Advanced
■■■	Expert

PERFORMANCE

■■	Turn circle	■■	Drift
■■	Turn speed	■■	Downwind power
■■■	Pop	■■	Low end
■■■	Direct handling	■■	Upwind
■■	Depowered steering	■■	Comfort
■■■	Stability	■■■	Hangtime
■■	Relaunch	■■■	Vertical lift
■■	Wind range		

■■■ = BEST / ■■ = EXCELLENT / ■ = GOOD

WIND RANGE

	Knots	0 5 10 15 20 25 30 35
4	28 to 35*	
5.5	21 to 35*	
7	18 to 35 *	
8	17 to 32	
9	16 to 30	
10	15 to 28	
12	13 to 25	
14	12 to 23	
15	09 to 22	
17	07 to 20	

Based on average rider weight of 75kg/165lbs
*Best Kiteboarding does not recommend that any kiter ride in winds exceeding 35 knots.

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■■	Relaunch	■■	Vertical lift
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	Knots	0 5 10 15 20 25 30 35
3.5	26 to 35*	
5.5	21 to 35*	
7.5	16 to 30	
9.5	14 to 27	
11.5	12 to 23	
13.5	10 to 20	

Based on average rider weight of 75kg/165lbs
*Best Kiteboarding does not recommend that any kiter ride in winds exceeding 35 knots.

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■■■	Progression
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■■■	Depowered steering	■■■	Comfort
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■■	Depowered steering	■■	Comfort
■■■	Stability	■■■	Hangtime
■■	Relaunch	■■■	Vertical lift

■■■ = BEST / ■■ = EXCELLENT / ■ = GOOD

The suggested wind range chart for each kite is to be used as a guide. Always know your limits, and when in doubt rig a smaller kite, if possible.

Wind speeds may vary according to where they were measured. Always take a wind reading more than 100m past the nearest upwind object to get an accurate maximum reading. If flying in the mountains, always take a wind reading towards the highest point of land as wind accelerates up hill.

The wind ranges given above are based on a 75kg/165lbs rider and kitesurfing usage. For snowkiting and land-boarding the wind ranges will vary according to snow and surface conditions but will be 3-5 knots lower for bottom end and 4-6 knots lower for top end. The lower wind range for any kite can be increased by the use of a larger surface area or volume board. To estimate usable wind range for different weights assume that an additional 10kg/22lbs moves the wind range up by 1 knot.

If you cannot keep your kite stable at wind speeds approaching or above the upper stated limits for each size kite, then please do not attempt to exceed your skill level. We strongly advise riders to stay within the stated wind speeds

Assisted kite landing:

When landing your kite with an assistant, simply fly the kite to the edge of the window and down to ground level slowly. Have your assistant take hold of the kite firmly in the middle of the leading edge. Both you and your assistant should walk towards each other to remove all tension from the flying lines. Your assistant can either lay the kite down, with the nose of the kite facing into the wind and sand the upper canopy, or hold the kite until you are unhooked from the bar and safely able to take over the kite.

Self landing kites:

We always recommend that riders attempt to gain an assisted landing. In circumstances where this is not possible you can land the kite using the rear OSR handles.

You must detach the bypass/handle-pass leash before attempting to land the kite via the rear line OSR handles. Fly your kite to the side of the window leaving the kite at an angle of about fifteen degrees to the ground, which equates to the lowest wingtip being about 5m from the ground.

With the kite at the edge of the window and the retaining Velcro on the OSR handle already loosened, sheet-out, reach up and grab the lower of the two OSR handles. With the webbing loop firmly in your grasp, unhook while holding onto the webbing handle and proceed to drop the bar. Your kite will fly slightly to the edge of the window, and then loop under itself, coming to rest on the beach in the dead downwind position, facing into the wind with the leading edge facing up.

This method is only recommended if you have more than two line-lengths of downwind space and it is impossible to seek assistance.

Water relaunching:

The Kahoona v4 requires no special technique to relaunch. Due to its swept wingtips and LE profile, it has auto-relaunch properties, which means that it is incredibly easy to relaunch. The curved canopy and deep center chord makes it easy for the Kahoona v4 to catch the wind and be maneuvered around to the edge of the window.

The larger sizes of the Nemesis HP v3 require an appropriate relaunch technique due to their high aspect ratio and shallow draft. The 12m and 14m sizes should be re-launched using a similar technique to most SLE kites. Pulling in the slack on one back line will enable to the kite to taxi around to the edge of the window where the kite can be flipped onto one wingtip with the bar.

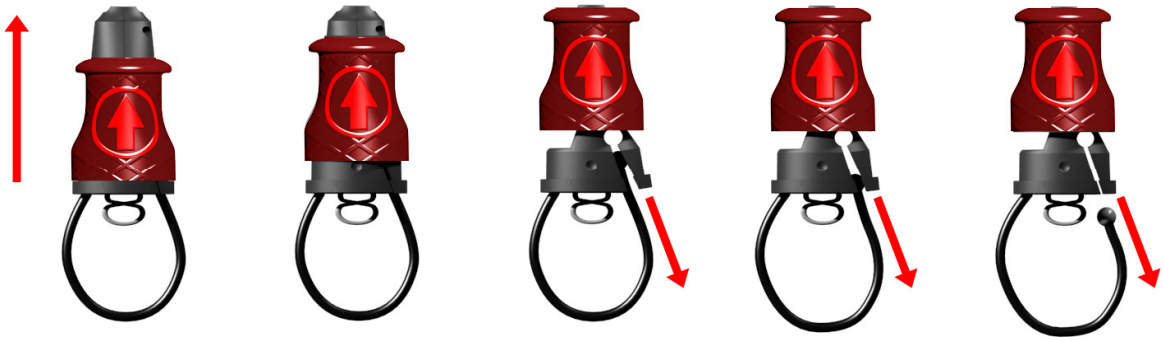
The GP C-kite is equipped with a 5^{th}-line that enables the rider to rapidly reposition the kite so that it takes up the relaunch position when lying in the water.

The TS kites can be relaunched using a similar technique to most other 4-line bridled kites. Pulling in the slack on one back line will enable to the kite to taxi around to the edge of the window where the kite can be flipped onto one wingtip with the bar.

2012 Bars- safety system and QR function :

The *Pro-cuff* QR is a push to release safety, simply push the cuff upwards and away from your body to activate. The chickenloop line is pulled out under the load of the flying lines. The Pro-cuff will only fully release when load is applied to the chicken loop line.

PUSH UP CUFF TO ACTIVATE QUICK RELEASE

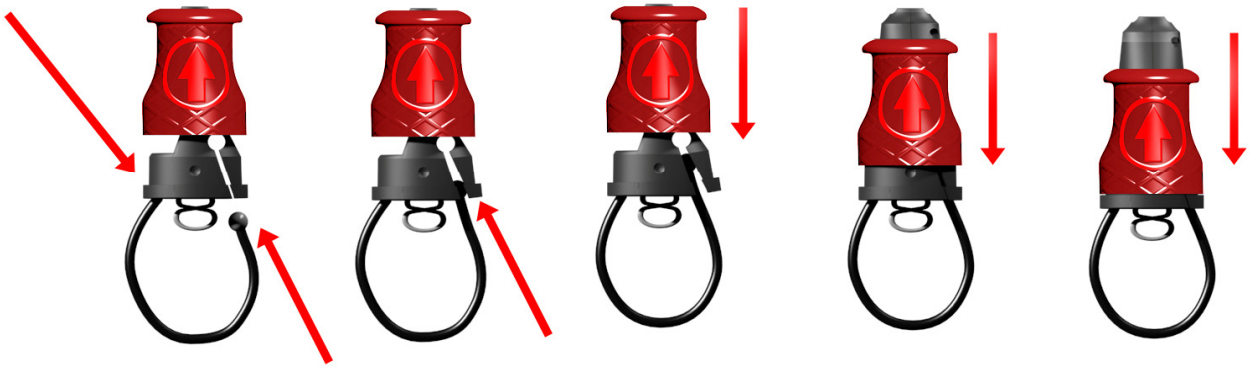


CHICKENLOOP LINE PULLED OUT BY LOAD ON FRONT LINES

How do I reload the Pro-cuff QR?

Hold the chickenloop in one hand so that the hinged section points towards your free hand, (hold in left hand in example). Take the chickenloop line and insert it into the channel on the underside of the chickenloop assembly, push upwards until the hinge closes. Then pull the cuff down over the main body of the assembly until you here it click shut.

1. HOLD IN LEFT HAND **3. CLICK CUFF TO CLOSE**

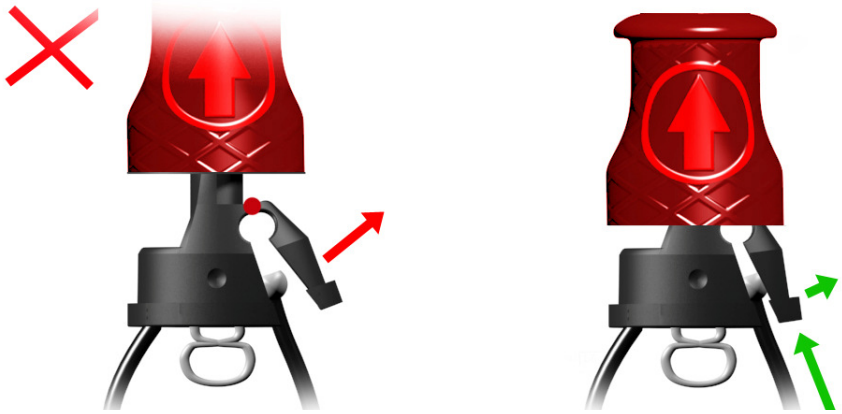


2. INSERT LOCK-BALL INTO HINGE AND PUSH HOME

The hinge design on the *Pro-cuff* QR can only be damaged by attempting to force the hinge open to re-insert the lock-ball. This is never necessary. Simply slide the lock-ball back into the QR to complete reassembly.

BEST will not warranty hinges that have been broken due to incorrect assembly.

WARNING- DO NOT FORCE HINGE OPEN BY HAND.



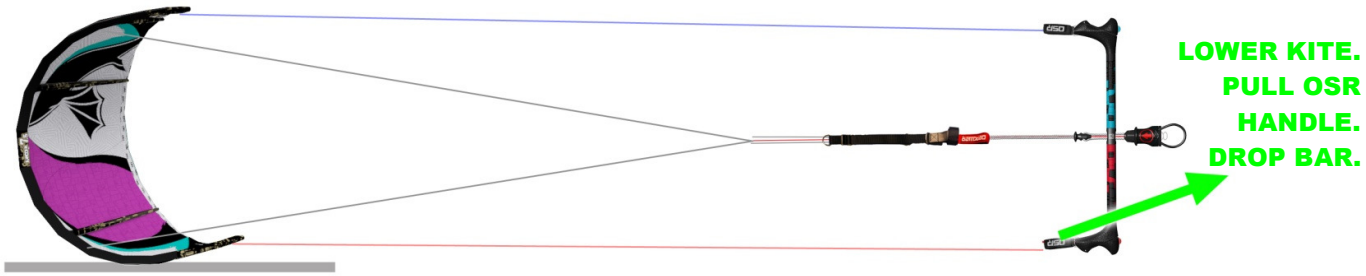
HINGE WILL OPEN AS YOU INSERT THE LOCK-BALL

Where can I get more details on the bar for my kite?

Full details and complete user manuals for both the current 2012 GP 5th-line bar and RP-bar can be found at http://media.bestkiteboarding.com/manuals/2012_Bars_Manual.pdf

What safety features are built into the bar?

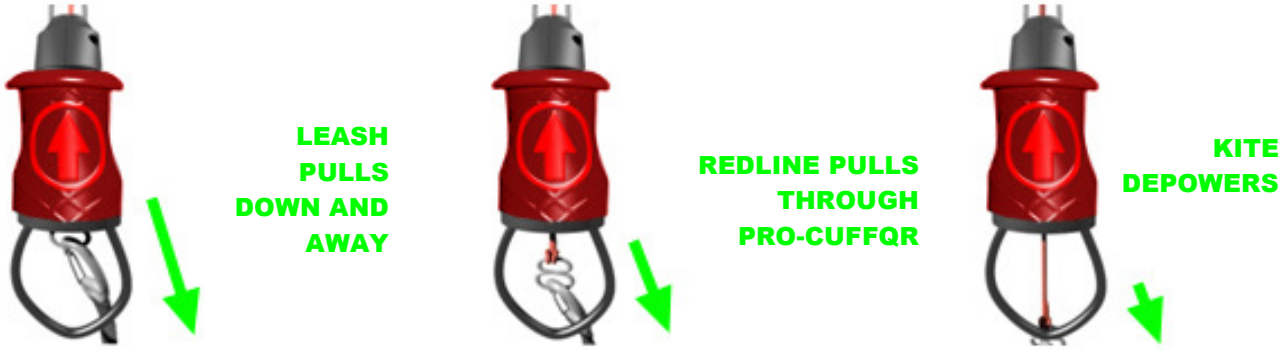
In addition to the *Redline* safety system built into the RP bar we also provide dual rear line OSR handles. To land the kite using the OSR handles you must first unhook the bar and lower the kite towards the ground. Grab the OSR handle and then drop the bar to depower and land the kite.



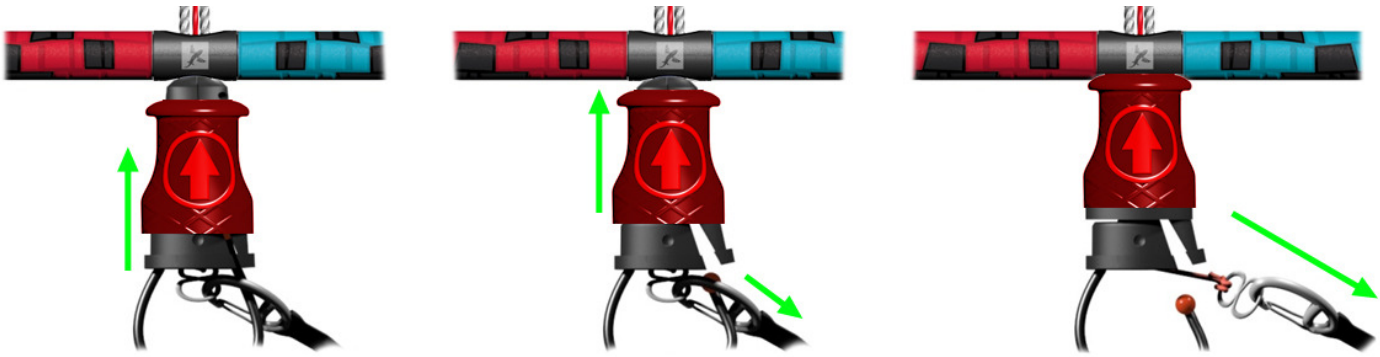
Do not pull an OSR handle with the kite above your head or when still hooked into the bar- this could cause the kite to loop aggressively resulting in you being dragged out of control.

What leashing options do I have?

There are two safety options with the *Redline* equipped RP-Bar v2, bypass leash and suicide leash. To use the standard bypass option you connect directly to the *Redline* safety ring beneath the chickenloop cuff as detailed below. Either unhooking and dropping the bar or activating the *Pro-cuff* QR will engage the *Redline* safety causing your kite to depower and fall from the sky. The bypass option over rides the stopper ball giving you the maximum available depower from the kite



Advanced riders who are willing to trade maximum depower for faster relaunch can choose to rig the ***suicide leash option***, shown below. When attached as shown below the kite will remain powered even with the bar unhooked. Only when the *Pro-cuff* QR has been pushed upwards and activated will the kite depower and fall from the sky.



To rig in 'suicide' mode you must clip the karabiner over the chickenloop and into the leash ring. Even if you have dropped the bar or are riding unhooked your safety will not work fully until the *Pro-cuff* QR is activated.

2012 KITES FAQ:

How can I repair my kite if it becomes damaged?

For small areas of damage to your kite we recommend the range of products made by Kitefix.com. Their range of sail tapes, repair cloths and Glue-fix kits are easy to use and ideal for working repairs, they will find an emergency Kitefix 1st aid kit in the bag with your kite.

For larger repairs requiring professional attention your Best Kiteboarding retailer can point you towards your best, approved, local repair facility.

How should I care for my kite?

Inflate and deflate your kite with care. Follow proper inflation techniques and pack your kite when it is completely deflated and dry. Do not roll up your kite with the deflate prongs still in the strut valves as this can damage the internal valve membranes.

Do not leave the kite inflated and sitting in the wind unused for long periods of time, as this accelerates wear to the canopy cloth. Inspect the kite periodically for small holes or tears and patch when detected to eliminate costly repairs.

When packing your kite away for any period of time please ensure that it is completely dry and free from contaminants. Wherever possible rinse your kite down with clean water immediately after use and leave it to dry thoroughly before packing it away. Brightly coloured Ripstop materials can be prone to color leaching if stored when wet, particularly when new. ***Best Kiteboarding will not replace a kite on the basis that it has suffered from color leaching in the fabric.***

Can I use a bar from another brand on my kite?

Yes, however, certain precautions need to be taken into consideration when using other bars. It is best to seek technical assistance before rigging a 'non-BEST bar' to the kite. Never self launch when using an untested bar for the first time.

The current BEST bar range all use an equal flying line calibration where the front and rear line lengths is equal with the bar pulled to the max power position and the trim strap fully extended- this has become the accepted standard for most major kite manufacturers.

The Redline Performance Bar v2 is the ideal choice for all kites except 5th-line specific kites such as the GP. Its range of safety features has been designed with all kites in mind and it is perfectly calibrated for your new BEST kite.

EZ-Pump tm repair kit contents:

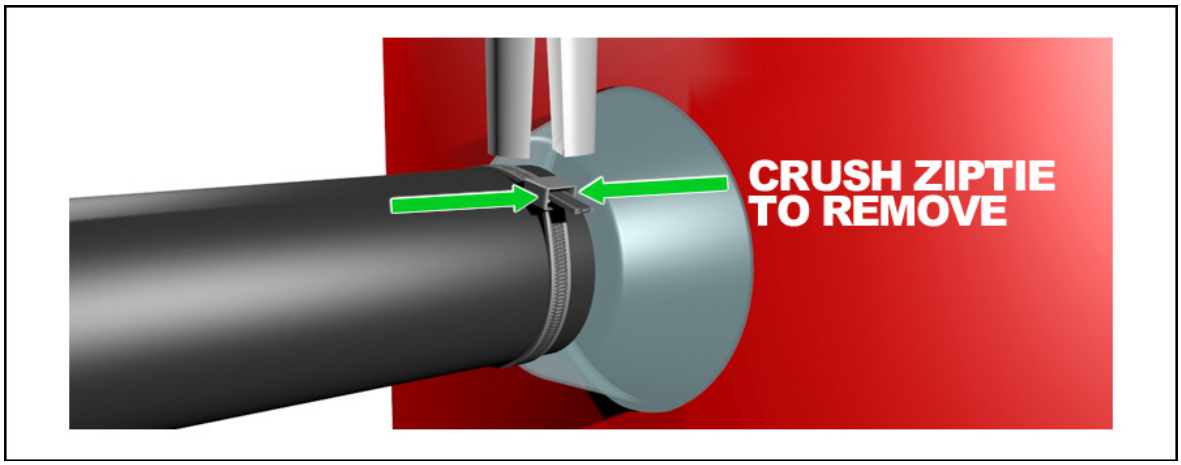
1x User manuals download note.
1 x Soft silicon rubber EZ-Pump inflation tube (enough for two replacements).
4 x Small zip-ties.
2x Click-valves

Continued overleaf.

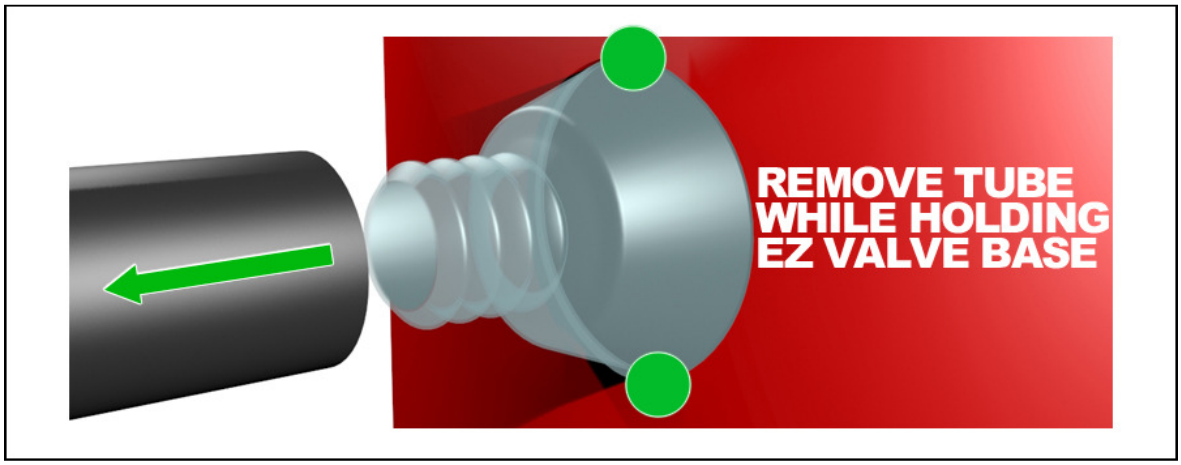
Instructions for use:

Required tools: Pliers, sharp knife.

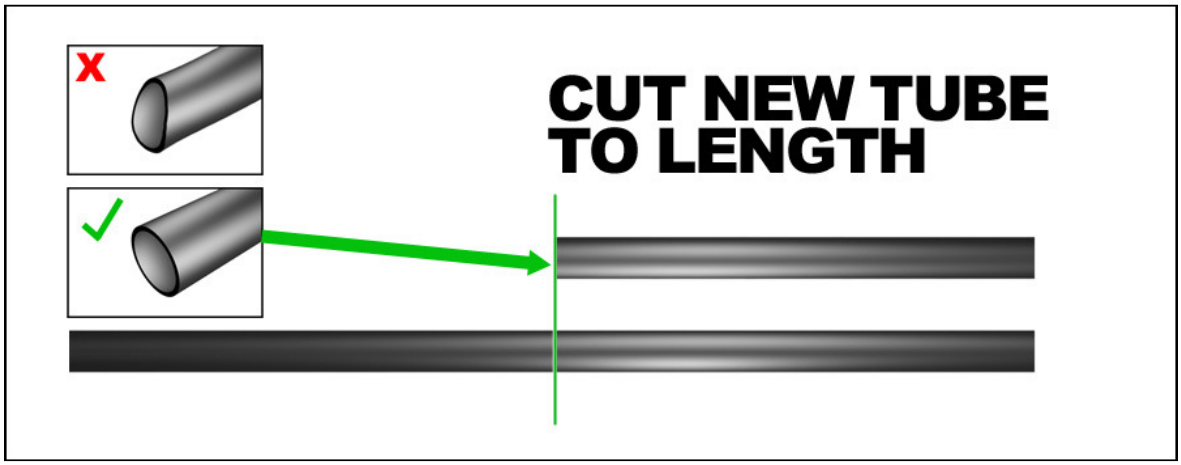
1. Using pliers, crush and remove zip ties from EZ-Pump inflation hose.



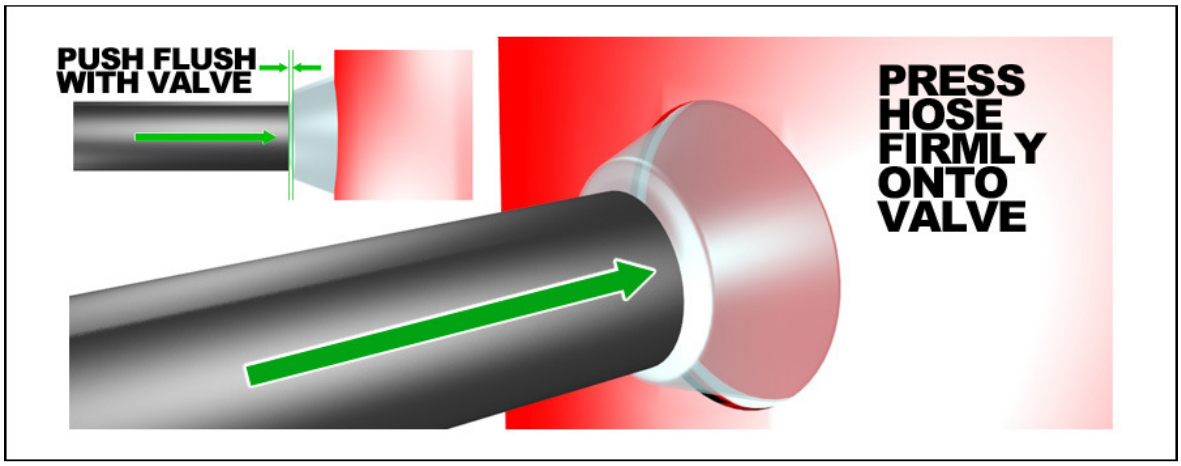
2. Pull inflation hose from strut and LE valve- hold the base of valve while removing hose.



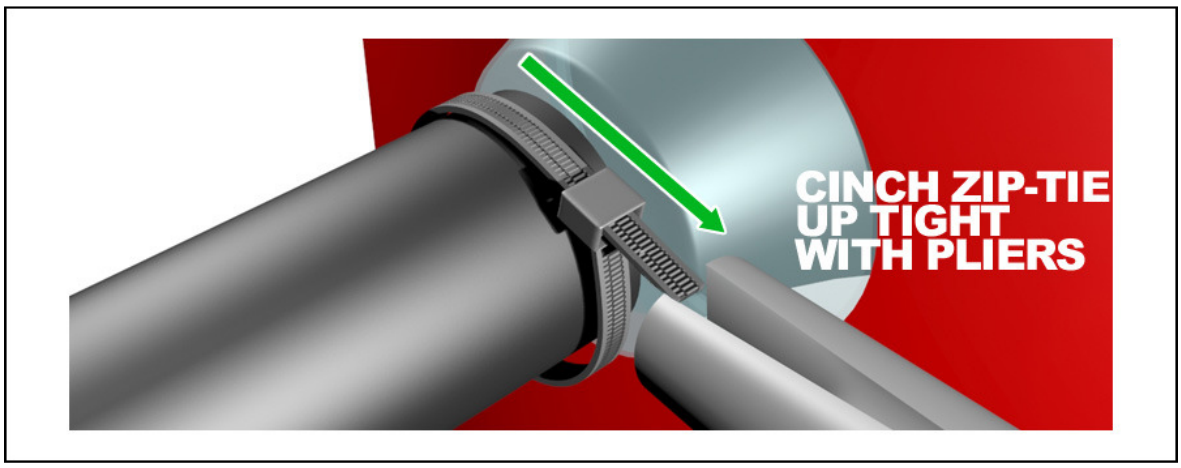
3. Remove neoprene click-valve cover.
4. Remove click-valve. Retain for later use if in good condition.
5. Cut new inflation tube to appropriate length- measure using old hose.



6. Slide click-valve onto new tube.
7. Slide neoprene cover over click-valve.
8. Form 2 zip-ties into 2 rings.
9. Slide zip-tie over each end of inflation hose.
10. Press hose firmly down onto EZ-valve on strut and LE- tube must sit flush with valve.



11. Locate zip-tie around centre of overlap between tube and EZ-valve.
12. Cinch up zip tie using pliers- repeat for other end of tube.



13. Inflate kite to normal pressure and use water to check new tube is airtight at both ends.
14. **Go-kite.**

What safety systems are built into my kite?

Any Best kite flown with any Best bar has multiple redundant safety systems. First and foremost, pushing the bar away and forcing it to slide up to the trim strap will depower the kite to its depower limit. Unhooking the kite and dropping the bar when attached to the bypass leash ring will result in the same maximum depower state being achieved.

Where flying lines are equipped with OSR handles these can be used to completely flag the kite out to a powerless position by unhooking and then dropping the bar when attached to an OSR handle via the leash.

When attaching to the OSR handles with the bypass leash always ensure that the tension of the leash on the flying lines does not cause the kite to fly at an angle. Always ensure that the retaining Velcro is unfastened before clipping into webbing handles. Failure to do so may compromise the function of the safety system.

Clip only to the webbing handle; never clip directly into the stainless rings to ensure safe function.

How do I perform a self-rescue with my kite?

Opinions on the best method to self rescue vary. If you believe that you stand a good chance of being seen with your kite and retrieved either by another kiter or by boat, then you may feel happier keeping your kite fully inflated. An inflated kite is highly visible on the water and will act as a visual marker for any potential rescue.

If the wind has switched to an offshore direction having your kite inflated at this point will only drag you further out to sea, so it is not recommended in this instance that you leave your kite inflated. If you intend to swim back to shore under your own power, then you need to pack down your kite as follows.

If possible, release the OSR handle to flag the kite and wind the lines onto the end posts. If the OSR handle cannot be used then you can still wind a full kite-spans worth of one flying line around the bar to ensure the kite remains depowered. With the lines wound in and any flying lines secure, release the LE deflate bladder and taking the kite by the wingtips, roll it to the center, expelling air from the LE as you progress. Be careful that you do not allow water to seep into the LE. Once the LE is deflated, re-secure the LE valve, secure the kite to your board with your bar leash, and paddle back in.

How do I rig my kite which rear bridle line attachment points should I use?

The GP, TS, Kahoona and Nemesis HP v3 kites come with multiple knot attachment points on the rear bridle. We recommend that the first time you fly your kite that you connect to the bottom most knot on the rear pigtails and move up a knot at a time until you have the perfect balance of turning control, power and back line pressure.

When the kite is trimmed correctly, you should be comfortable enough to steer the kite and still have enough reach left to depower the kite by pushing the bar away from you. As an additional passive depower adjustment, the trim strap allows further depowering on the fly.

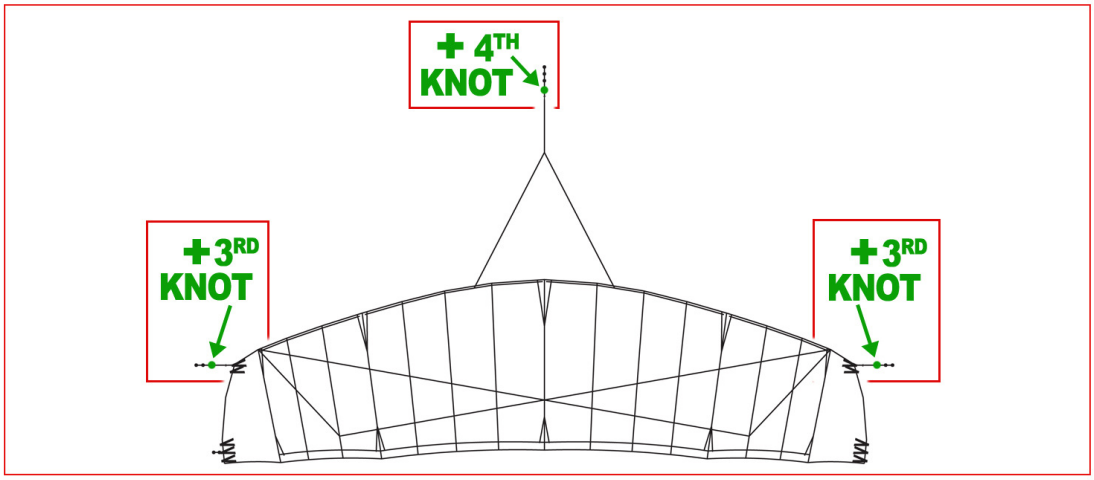
If you intend on riding unhooked for performing tricks it is important that you trim your kite so it does not back-stall when unhooked. To check this, once you think you have found your preferred rear knot setting, unhook the chicken loop from your spreader bar and fly the kite overhead. If the kite sits directly above you without backing down into the window, then you have the perfect trim. If you find the kite wants to back down towards the beach, you have too much rear line tension and the kite is over-sheeted. To fix this, simply pull down on the depower strap in small increments until the kite flies happily overhead with the bar unhooked. If the kite continues to back-stall then loosen the back lines at the kite by moving one knot towards the end of the rear bridle.

Please note that flying unhooked is not recommended unless you are already comfortable with the increased level of kite control required. Never try to assess the correct trim for unhooking in high winds and never unhook without using a rated handle-pass leash designed for this purpose.

GP C-kite unhooked tuning tip for small sizes:

Smaller sized kites have less distance between the front and back line attachment points than larger models, accordingly they require less bar travel to achieve max power and max depower.

To tune your small GP C-kite for to minimize back-stall when riding unhooked simply follow the instructions below.



1. Place an additional knot, above the current 3rd knot in the 5th-Line attached to the center of the LE of your kite. Your 5th line should now have 4 knots, please use the knot closest to the kite to reduce back-stall.

2. Place an additional knot, above the current 2nd knot, in the front line attachments on the wingtip on either side of the kite. Your front line attachments should now have 3 knots, please use the knot closest to the kite to reduce back-stall.

How do I pack my 2012 kite?

When packing your kite away for any period of time please ensure that it is completely dry and free from contaminants. Wherever possible rinse your kite down with clean water immediately after use and leave it to dry thoroughly before packing it away. Brightly colored Ripstop materials can be prone to color leaching if stored when wet, particular when new. ***Best Kiteboarding will not replace a kite on the basis that it has suffered from color leaching in the fabric.***

To pack your kite first completely deflate the struts. Then release the deflate valve on the LE of the kite. Roll up each strut from the bottom to the top to expel all the air. Repeat this until all the struts are deflated. Roll the LE from tip to center to expel all the air from one half of the kite, then repeat with the other side of the kite being careful not to squeeze air from one half of the leading edge into the other during deflation.

Kites equipped with our external EZ-pump system require that you open the clicker valve, located on the short hose that links each strut to the LE bladder before deflating each strut.

With your fully deflated kite now lying on the ground with the struts visible, fold the kite so that the tips touch where the center strut is/would be. Fold the kite in towards the middle again then fold the LE back on itself and continue folding the kite in towards the middle until it is the width of your kite bag. Finally fold the kite leading edge to trailing edge in either 2 or 3 sections until it is small enough to fit inside your bag.

How hard should i inflate my kite?

We recommend that you use the new high-volume, dual-action 'Green' pump available from Best or your local dealer. We selected these pumps because it is very difficult to over inflate the kite with a manual pump. The GP, TS and Kahoona kites should be inflated to around 10 PSI. The Nemesis HP can take slightly higher inflation pressure in the leading edge due to its Cuben construction; we recommend that you inflate the HP a little more than you would a normal kite.
Due to the hugely increased risk of impact damage when flying on land, we recommend that land-boarders and snow-kiters do not exceed the recommended inflation pressure of 10 PSI. Do not store your kite with inflated struts inside a vehicle during the summer, as in-car temperatures can rise rapidly, leading to a catastrophic increase in strut pressure. We recommend that when storing the kite for any period of time, all the valve plugs be removed from the LE valves.

Best Kiteboarding will not be responsible for any damage that occurs due to the use of a pressure hose/compressor when inflating your kite.

Where do i go for extra information on my kites?

Your local Best Kiteboarding retailer has been trained in all aspects of the products they sell and can help you with any queries you may have regarding all Best Kiteboarding products. You may also contact Best Kiteboarding customer support via our website. For any general questions about using Best Kiteboarding products, or to chat with other kitesurfers and to find out all the latest info about everything Best, visit the website **http://www.bestkiteboarding.com** or log onto the online user forums at **http://forum.bestkiteboarding.com**

Requests for further information and additions should be forwarded to **sc@pureactionsports.com**